




UNIVERSITY OF PITTSBURGH LIBRARY



C. 112
Dar. Rm.
F353
C88
1802

THIS BOOK PRESENTED BY

Mrs. William Reed Thompson



Digitized by the Internet Archive
in 2009 with funding from
University of Pittsburgh Library System

Title, preface & pages 33-40
in facsimile.

1793

A NEW AND CORRECTED EDITION.

THE

Ohio and Mississippi NAVIGATOR

COMPRISING
AN AMPLE ACCOUNT OF THOSE
BEAUTIFUL RIVERS, FROM THE HEAD OF
THE FORMER, TO THE MOUTH OF THE
LATTER.

*A particular description of the several
TOWNS, POSTS, CAVES, PORTS, HARBOURS,
&c. on their banks, and accurate directions*

How to Navigate them,
As well in times of high Freshes, as when the
water is low.

A DESCRIPTION OF ITS
ROCKS, RIFFLES, SHOALS, CHANNELS,
AND THE
DISTANCES FROM PLACE TO PLACE.

Together with a description
OF MONONGAHELA AND ALLEGHENY
RIVERS.

—•••—
*First taken from the Journals of Gentlemen of obser-
vation, and now minutely corrected by several
persons who have navigated those rivers for
fifteen and twenty years.*

—•••—
THIRD CORRECTED EDITION.
—•••—

PITTSBURGH:

PRINTED BY JOHN SCULL,
FOR ZADOK CRAMER, BOOKSELLER & STATIONER
1802.

C 5

Det Rm
F353
C88
1802

P R E F A C E.

This Book, in its former editions, was confined to the navigation of the Ohio only.—Two large editions were sold off in a very short time. To render it more universally useful; not merely to navigators, but also to those at a great distance, in the present edition we have introduced a particular account of the Monongahela, Allegheny, and Mississippi rivers, with their channels, rocks, riffles, towns, forts, &c. on their banks, distances from place to place, nature of the soil, trade, advantageous situations, &c.

Many valuable and important Additions and Corrections have been made to the navigation of the Ohio, and the reader may be assured. that no pains have been spared, in procuring such information as would tend to render this book a valuable acquisition both to the navigator of those extensive waters, as also to the inquisitive mind whose attention has been arrested by the noise which they have made in the annals of history.

Feb. 1802.



GENERAL DESCRIPTION

OF THE

Different Rivers, &c.

MONONGAHELA:

THIS River takes its rise at the foot of the Laurel Mountain, in Virginia, thence meandering in a W. by E. direction, passes into Pennsylvania, and receives in its course Cheat and Youghiogheny rivers from the S. S. E., and many other smaller streams, and unites with the Allegheny at Pittsburgh, which two form the Ohio. The settlements on either side of this river are very fine and extensive, Land is good and well cultivated. The appearance of the rising Towns and the regular laid out Farms on its banks, to those passing, is truly delightful. In Fall and Spring it is generally covered with boats, trading and family: The former being loaded with flower, whiskey, cider, apples, peach brandy, bacon, iron, glass, potters ware, cabinet work, &c. all of the produce and manufactory of the country, destined for Kentucky, New Orleans, &c. The latter loaded with furniture, utensils, &c. for the cultivation of the soil. No scene can be more pleasing to a philosophic mind than this, which presents to his view, a floating town as it were, on the face of a river whose gentle rapidity and flowered banks add sublimity to cheerfulness, and the harmony of the sweet notes of the songster of the wood to the grumbling noise of the falling Cataract.

ALLEGHENY.

Few rivers exceed this in the clearness of its water and the rapidity of its current. It seldom happens that it does not mark its course across the mouth of the Monongahela in the highest of freshes. This is easily observed by the colour of the water, the water of the latter being always in freshes very muddy. In high freshes the junction of those rivers presents a pleasing view: the Allegheny sometimes flowing full of ice, and the other perfectly clear. It is pleasantly interspersed with cultivated farms and growing towns on its banks; and bids fair of rapidly becoming populously settled from its mouth to its source. We may say with propriety, that no country could have exceeded this, situated as it was with respect to the savages, for rapidity of settlement and increase of trade. The trade up and down the Allegheny has become an object of much importance to the lower settlements—there being a great demand for flour, whiskey, apples, cider, beer, bacon, glass, iron, &c. at the different posts on the lakes, and by the inhabitants in the surrounding country. The salt that comes from Onondago, in the state of New York, through the lakes, thence down this river, is immense; sufficient to supply all the western country.

This river heads near Sinemahoning creek, a navigable stream that falls into the Susquehanna, to which there is a portage of only 23 miles. Thence taking its meanderings, receiving many tributary streams, and in about a south west direction joins the Monongahela at Pittsburgh, where, with the assistance of it is formed the Ohio.

OHIO.

This river commences at the junction of the two above mentioned rivers, and here also commences its beauty. It has been described, as "Beyond all competition, the most beautiful river in the universe, whether we consider it for its meandering course through an immense region of forests, for its clean and elegant banks, which afford innumerable delightful situations for cities, villages and improved farms; or for those many other advantages, which

truly entitle it to the name originally given it by the French, of "*La Belle Riviere*." This description was penned several years since, and it has not generally been thought an exaggerated one. Now, the immense forests recede, cultivation smiles along its banks, towns every here and there decorate its shores, and it is not extravagant to suppose, that the day is not far distant when its whole margin will form one continued village.

The reasons for this supposition are numerous—the principal ones are, the immense tracts of fine country that have communication with Ohio by means of the various navigable waters that empty into it, the extraordinary fertility, extent and beauty of the river bottoms, generally high, dry, and, with very few exceptions, remarkably healthy; and the superior excellence of its navigation, through means of which, the various productions of the most extensive and fertile parts of the United States, must eventually be sent to market.

At its commencement at Pittsburgh, it takes a N. W. course for about 25 miles, then turns gradually to W. S. W. and pursuing that course for about 500 miles, winds to the S. W. for nearly 160 miles, then turns to the W. for about 276 miles, thence S. W. for 160 miles, and empties into the Mississippi in a S. E. direction, about 1100 below Pittsburgh, and nearly the same distance above New Orleans, in lat. 36 1. 43 m. It is amazingly crooked, so much of indeed, that in some places a person taking observation of the sun or stars, will find that he sometimes entirely changes his direction, and appears to be going back again; but its general course is S. 60°. W. Its general width is from 500 to 1500 yards, but at the rapids and near the mouth, it is considerably wider.

The numerous islands that are interspersed in this river, in many instances, add much to the grandeur of its appearance, but they very much embarrass the navigation, particularly in low water, as they occasion a great many shoals and sand bars. The soil of those islands is for the most part very rich, the tim-

ber luxuriant, and the extent of some of them considerable. Where fruit trees have been planted on any of them, they are found to thrive amazingly, to bear well, and seldom fail of a crop. Indeed this is the case wherever fruit trees have been tried in any of the river bottoms, the soil of which is very similar to that of the islands though not quite so sandy.

In times of high freshes, vessels of almost any tonnage may descend, and it is never so low, but canoes and other light crafts can navigate it. Many of the impediments that are at present met with while the water is low, might in a dry time be got rid of, and that at not a very considerable expence: at least the expence would be by no means adequate to the advantages accruing from the undertaking, if properly managed.

Rocks that now, during the dry season, obstruct or render dangerous the navigation of the large flat bottomed, or what are called Kentucky boats, might be blown, even a considerable depth under water; channels might be made through the riffles, and the snags and the fallen timber along the banks entirely removed.

These improvements together with many others that might be enumerated will undoubtedly, sooner or later, be carried into effect, as they appear to be a national concern of the first importance. In the mean time some general instructions respecting the present navigation, cannot but be found very useful to those descending the river, and who are unacquainted both as to the manner in which this voyage is to be undertaken, as also with the nature and channel of the different rivers,

INSTRUCTIONS.

THE first thing to be attended to by emigrants or traders wanting to descend the river, is to procure a boat, to be ready so as to take advantage of the times of flood, and to be careful that the boat be a good one : for many of the accidents that happen in navigating the Ohio and Mississippi, are owing to the unpardonable carelessness or pecunioussness of the boat builder, who will frequently slight his work, or make it of injured plank ; in either case putting the lives and properties of a great many people at manifest hazard. This egregious piece of misconduct should long before this time have been rectified,* by the appointment of a boat inspector at different places on the Monongahela. But as this has never been done, it behoves every person purchasing Kentucky boats, which is the sort here alluded to, to get them narrowly examined before the embarkation, by persons who may know a little of the strength and form of a boat suitable for a voyage of this kind. He must also remember this, that a boat destined for the Mississippi, requires to be much stronger timbered, and somewhat differently constructed, from one designed only to descend the Ohio.

Flat bottom boats for the Ohio and Mississippi navigation, may be procured almost any where along the Monongahela river, and in some places on the Youghiogheny ; very few as yet are built on the Allegheny, as the chief places of embarkation are confined to the Monongahela and Ohio. Keel boats and vessels of burden are also built at Brownsville, Elizabethtown, McKeesport, Perrystown, Pittsburgh, and probably at other places on the Monongahela and Ohio.

The best seasons for navigating the Ohio are in spring and autumn. The spring season commences at the breaking up of the ice, which generally happens about the middle of February, and continues good for about three months. The fall season generally commences in october, and continues until

about the 1st of December, when the ice frequently begins to form. But the seasons of high water can scarcely be called periodical, as they vary considerably, according to the wetness or dryness of the season, or earliness or lateness of the setting in, or breaking up of winter.†

But freshes in the rivers are not entirely confined to the spring and fall: it does not unfrequently happen that a considerable quantity of rain falls in the Appalachian ridges, from whence the rivers and creeks that supply the Monongahela proceed, during the summer months; a swelling of the currents of the Allegheny and other rivers sometimes also happen, and occasion a sufficient supply of water, during the same period to render the navigation of the Ohio perfectly eligible. These freshes however are not to be depended on, and when they occur, must be taken immediate advantage of, as the waters subside rapidly.

When provided with a good boat and strong cable of at least 40 feet long, there is little danger in descending the river in high freshes, when proper care is taken, unless at such times as when there is much floating ice in it. Much exertion with the oars is, as such times, generally speaking of no manner of use: indeed it is rather detrimental than otherwise, as such exertion frequently throws you out of the current which you ought to continue in, as it will carry you along with more rapidity, and at the same time always take you right. By trusting to the current there is no danger to be feared in passing the shoals as it will carry you past them in safety. On the other hand, if you row, and by so doing happen to be in the mid-

† This present winter, 1802, has been an exception to many winters past, the Monongahela not having been closed with ice so as in the least to impede the passage of boats to Kentucky, &c. This circumstance is the more extraordinary from our having in general very severe winters; some of which, indeed, and but a few years past, have kept the rivers blocked up for near two months at a time. This sudden and great change may occupy the philosophic mind to divine!

cle of the river on approaching an island, there is great danger of being thrown on the upper point of it before you are aware, or have time to regain the current. In case you get aground in such a situation become entangled among the aquatic timber, which is generally abundant, or are driven by the force of the water among the tops or trunks of other trees, you may consider yourself in imminent danger; nothing but the presence of mind and great exertion can extricate you from this dilemma.

As frequent landing is attended with considerable loss of time and some hazard, you should contrive to land as seldom as possible. you need not even lie by at night, provided you trust to the current, and keep a good look out; if you have a moon, so much the better. When you bring to, the strength of your cable is a great safeguard. A quantity of fuel and other necessaries, should be laid in at once, and every boat ought to have a canoe along side, to send on shore when necessary.

Though the labour of navigating this river in times of fresh is very inconsiderable to what it is during low water, when continual rowing is necessary, it is always best to keep a good look out, and be strong handed. The wind will sometimes drive you too near the points of the islands, or on projecting parts of the main shore, when considerable extra exertion is necessary to surmount the difficulty. You will frequently meet with head winds, as the river is so very crooked that what is in your favour one hour, will probably be directly against you the next, and when a contrary wind contends with a strong current, it is attended with considerable inconvenience, and requires careful and circumspect management, or you may be driven on shore in spite of all your efforts. One favourable circumstance is, that the wind commonly abates about sun set, particularly in summer.

Boats have frequently past from Pittsburgh to the mouth of Ohio in 15 days, but in general 10 days from Pittsburgh to the Falls is reckoned a quick passage.

Descending the river when much incommoded with floating ice, should be as much as possible as

voided, particularly early in the winter, as there is a great probability of its stopping your boat, however, if the water is high, and there is an appearance of open weather, you may venture with some propriety, if the cakes are not so heavy so as to impede your progress, or injure your timbers, the boat will in such case make more way than the ice, a great deal of which will sink and get thinner as it progresses, but on the other hand, if the water is low, it is by no means safe to embark on it when any thing considerable of ice is in it.

If at any time you are obliged to bring to on account of the ice, great circumspection should be used in the choice of a place to lie in, if you wish to preserve your boat; there are many places where the shore projecting to a point, throws off the cakes of ice towards the middle of the river, and forms a kind of harbour below. By bringing to in such a situation, and fixing your canoe above the boat, with one end strong y to the shore, and the other out in the stream sloping down the river, so as to drive out such masses of ice as would otherwise accumulate on the upper side of your boat, and tend to sink her and drive her from her moorings, you may lie with a tolerable degree of safety. This is a much better method than that of felling a tree on the shore above, so as to fall partly into the river, for if in felling it, it does not adhere in some measure to the trunk, or rest sufficiently on the bark, the weight of accumulated ice will be apt to send it adrift, and bring it down, ice and all, on the boat, when no safety can be expected for it. The reflection here naturally occurs, How easy it would be, and how little it would cost, in different places on the river where boats are accustomed to land, to project a sort of pier into the river, which inclining down stream, would at all times insure a place of safety below it. The advantages accruing from such projection to the places where they might be made would be very considerable, bring them into repute as landing places, occasion many boats and passengers to stop there, who otherwise would not, and soon repay the trifling expence incurred by their erection.

MISSISSIPPI.

TO speak of the beauty of this river, and the many advantages which it has over other rivers, does not come altogether within the limits of this book: suffice it to say, that few, and perhaps no river in the known world, surpasses it in either. Its source has never yet been ascertained; but it is supposed to be upwards of 3,000 miles from the sea, following its windings. From nearly opposite the Illinois river, the western bank of the Mississippi is generally higher than the eastern. From Mine-à-fer to the Iberville, the eastern bank is the highest. This river is so remarkably crooked, that, from the mouth of Ohio, to New Orleans, in a direct line, does not exceed 600 miles, when, by water the distance is about 1000 miles. In common seasons it generally affords 15 feet of water from the mouth of Missouri to that of the Ohio. In time of freshes a first rate man of war may descend it with safety. The mean velocity of its current may be computed to be about three and an half mile an hour. Its width is various, from 1 1/2 to 2 miles, if you except its mouth, which is divided into several channels or mouths, and which continually change their direction and depth.

INSTRUCTION.

BOATS destined for the Mississippi, should, as has been already observed in the introduction to the Ohio navigation, in every respect be stronger and better roofed than those intended for the Ohio only;—the Mississippi being of a much heavier† and stronger current, and presenting by far more obstacles and dangers in the way of the boat.

† The waters of the Mississippi from below the mouth of the Missouri, is, the greater part of the year, very muddy, being impregnated with a glutinous slime, which in a pint tumbler full of water, will form a sediment of something better than half an inch. To strangers the water of this river proves a strong purgative, and is said to be a cure for most cutaneous diseases.

The most eminent of those dangers, are,

1. The instability of the banks.
2. Currents rushing out of the river in a state of its high waters; and,
3. Planters, † Sawyers, and Wooden Islands. We shall endeavour to instruct the unexperienced navigator how to avoid them. The instability of the banks proceeds from their being composed of a loose sandy soil, and the impetuosity of the current against their prominent parts (points), which, by undermining them unceasingly, causes them to tumble into the river, taking with them every thing that may be above. And if, when the event happens boats should be moored there, they must necessarily be buried in the common ruin, which unfortunately has been several times the case. For which reason, navigators have made it an invariable rule never to land at or near a point, but always in the sinuosity or' cave below it, which is generally lined with small willows of the weeping kind, whence some call them although improperly, willow points, and which being generally clear of logs and planters, the landing is easily effected, by running directly into them, the resistance of the willows destroying a part of the boat's velocity, and the rest is overcome without much

† Planters are large bodies of trees firmly fixed by their roots in the bottom of the river, in a perpendicular manner, and appearing no more than about a foot above the surface of the water in its middling state. So firmly are they rooted, that the largest boat running against them, will not move them, but they frequently injure the boat.

Sawyers, are likewise bodies of trees fixed less perpendicularly in the river, and rather of a less size, yielding to the pressure of the current, disappearing and appearing by turns above water, similar to the motion of a saw mill saw, from which they have taken their name.

Wooden Islands, are places where by some cause or other, large quantities of drift wood, has through time, been arrested and matted together in different parts of the river.

exertion by holding fast to the limbs which surround you §

The banks of this river † from where it receives the Missouri to its mouth, being with a few exceptions below high water mark, an immense country is inundated, when the river is in its highest state, by which those extensive swamps are formed and supplied, which prove the nurseries of myriades of musquitoses and other insects (to the no small inconvenience of the traveller) and the never failing source of grievous diseases to the inhabitants. There are also streams, which at all times fall forth from the main river with astonishing rapidity, and whose vortex extends some distance into the stream. Boats once sucked into such a buyo are next to lost, it being almost impossible to force so unwieldy a machine as a flat bottomed boat against so powerful a current. It will therefore be safest for boats, never to keep too close to shore, but to keep some distance out in the river. To avoid planters and sawyers requires nothing more but attention, for they always occasion a small breaker where ever they are, and if your boat seems to be hurried towards them, you must the moment you perceive them row the boat from them, else if you are dilatory you must abide by the consequence.

WOODEN ISLANDS are more dangerous than real ones, formed a long time ago—the former being an obstacle lately thrown in the way of the current, and the bed of the river not having had sufficient time to form that bar or gradual ascent from the bottom of the river to the island, which divides the current at some distance from the point of the island above wa-

§ In those places the river generally deposits the surplus of soil, with which it is charged from the continual cavings of the points, and so forms new land on one side by destroying some on the other.

† On comparing the American cotton wood tree, (which grows in large quantities on the banks of this river) with the Lombardy Poplar, they have been found to be the same, although some doubt their identity,

ter, the current will hurry you against them, unless you use timely exertions. From all this it must be evident how imprudent it is attempting to go after night, even when assisted by a clear moon ; but after you are once arrived at Natchez, you may safely proceed day and night, the river from that place to its mouth being clear, and opposing nothing to your progress; † but a few eddies into which you may occasionally be drawn and detained for a short time:

† *In the Mississippi, from below the mouth of the Ohio, there are upward of 300 island, all of which are easily avoided by keeping a good lookout.*

Monongahela.

As the following account of the distances on the different rivers is not taken from actual measurement, it may not in every instance be absolutely correct ; yet it is presumed that it will not be found to vary very materially from the truth, not by any means as in the least degree to injure the utility of it. It is more immediately calculated as a guide to navigators in time of low water, some useful hints having already been given respecting the freshes, &c. — We commence with the Monongahela, at

MORGANTOWN.

MILES

This is a flourishing town, pleasantly situated on the E. side of Monongahela river, contains about 60 dwellings, is a county town for the counties of Harrison, Monongalia, Ohio, and Randolph—it may be considered as at the head of the Monongahela navigation.

Cheat River.

8 3

At the mouth of this river is a long and difficult shoal, and the channel somewhat difficult. Here a person may be got to convey you past the danger.

Dunkard Creek, W side, A small shoal

2 10

Georges Creek, East side,

10 20

Just below the mouth of this Creek, is situated New Geneva, a thriving town, a place of much business, and is rendered famous by an extensive Glass Works in its vicinity, which make and export large quantities of excellent glass. Kentuckey and other boats are built here. A little below, and on the opposite side of the river, lies Greenburgh, a small village.

Big Whiteley Creek, West side,

4 24

Little Whiteley, same side,

2 26

Channel near the middle of the river

Brown's run, East side,

2 28

Channel in the middle of the river,

Middle run, East side,

2 30

Channel near the West shore,

Cats's run,

2 32

Channel in the middle,

Muddy Creek, West side,

4 36

Here are two old Fish dams, the channel of the first is near the middle, and of the other near the east shore.

Ten mile Creek, West side,

7 43

Channel close to the East shore.

FREDERICKTOWN, West side,

1 44

A small town pleasantly situated,

James Crawford's Ripple,

1 45

Channel near the mid

Josiah Crawford's Ripple,

3 48

Channel near the middle,

Dunlap's Creek; East side,

3 51

Immediately above its mouth is situate

BRIDGEPORT,

A small thriving town, in a pleasant situation; and below the mouth of this creek lies

BROWNSVILLE, (or Redstone)

This place is well known to migraters down the rivers. It is handsomely situated, but somewhat divided, a part lying on the first bank, and the greater part on an elevated second-bank. It is a place of much bu-

ness, and contains about 90 houses and 500 souls. The settlement around it is excellent having some of the best merchant mills that we can boast of, and an extensive paper mill on Redstone creek, and the only one on this side the mountains, if we except Kentuckey. Kentuckey and other boats are built here, very largely. An extensive rope walk is also carried on, and other valuable manufactories.

Redstone creek, East side, 1 52

Channel near the middle, there being a smart ripple near the mouth of the creek.

Pigeon Creek, West side, 18 70

Immediately below the mouth lies

WILLIAMSPORT,

This town is well situated, and is growing in business, having a fine settlement, and is on the direct road from Philadelphia to Washington, Wheelen, &c.

Parkerson's Mill, East side, 3 73

Channel in the middle

M'Farlane's and Perry's Ferry 6 79

ELIZABETHTOWN, 2 81

Is handsomely situated—much business is done here in the boat and ship building way, The 'Monongahela Farmer' and other vessels of considerable burden were built here and loaded with the produce of the adjacent country, bound to the Islands, &c.

Peters Creek, East side, 3 84

Here is a smart ripple, channel near the West shore.

M'KEESPORT, 5 89

Is pleasantly situated below the junction of the Youghiogheny with the Monongahela. Many boats are built here, and, on this account many migraters embark here destined for the lower country.—This place is growing in business, and most probably will rise to considerable importanec.

Mouth Turtle Creek, or Perrystown, 5 94

Here is a long, difficult ripple just at the mouth—Channel at the head of the ripple

near the East side for a small distance, thence about the middle of the ripple, runs to the west shore and returns to the east shore near the foot of it.

Braddock's Defeat, east side, 3 97

A ripple—channel east side,

Nine Mile run, M'Dowel, 1 98

Gordan's Ferry, 2 100

Channel middle of the river,

Four Mile Bar, mouth four mile run, 3 103

Channel on the east side of the river, which from this place, ought to be kept all the way to Pittsburgh,

4 107

Allegheny.

Including the carrying place from the town of

E R I E.*

THIS town was, a few years since, laid out by direction of the legislature of the state of Pennsylvania—Taking into view its very important and commanding situation, they laid it out on a very large scale, and gave every encouragement to settlers in order to enhance its progress. For some time a prevailing fever deterred people from settling here. This obstacle has become nearly if not altogether removed. It now increases rapidly, and commands an extensive trade through the lakes;—and, in this respect, there is every probability of its becoming of the first importance to this country. A post office is established here, which receives the mail from Pittsburgh once every second week. To

WATERFORD, (Le Boeuf,)

This town was also laid out by the state of Pennsylvania, and is increasing.—Here¹⁵ was one of our western posts, which, but a few years since was evacuated. A post office is also kept here. B 3

*Presqu'Isle—Owes its name to the peculiar manner in which the harbour is formed.

French Creek, through Le Bocuf Lake;	4	19
Muddy Creek,	12	31
End of the Dead Water.	14	45
MEADVILLE,	18	63

Is pleasantly situated on the bank of French Creek and in a thriving way, is a seat of justice for the counties of Erie, Mercer, Warren, Venango, and Crawford, in the latter of which it is situated. Here is also a post office—Considerable business is done, and contains about 50 houses and several stores.

Wilsons Bend	6	69
Little Sugar Creek,	8	77
Big Sugar Creek,	12	89

At the mouth of this creek is a considerable fall all the way to

FRANKLIN,

This town is situated immediately below the mouth of French creek, where it joins the Allegheny, is a post town, contains about 40 houses, several stores, and is a county town for Venango county.

Sandy Creek, West side of the Allegheny,	10	103
Scrub Grass Creek, west side,	2	111
Falling Springs,	3	114
Montgomery's Falls	4	118

Channel on the left hand side of a large rock in the middle of the falls.

Ewalt's defeat, (a very rocky place)	3	121
--------------------------------------	---	-----

Channel on the east side,

Patterson's Falls,	4	125
--------------------	---	-----

Nicholson's Eddie, (a strong ripple)	2	127
--------------------------------------	---	-----

Channel on the west side,

Stump Creek, east side,	8	135
-------------------------	---	-----

Channel on the east side,

Parkers or Amberson's Falls,	3	138
------------------------------	---	-----

Channel on the east side,

Cat Fish Falls, channel on the east side,	10	148
---	----	-----

Red bank Creek, channel east side,	9	157
------------------------------------	---	-----

Cummins Rock, channel west side,	6	163
----------------------------------	---	-----

Mahoning Creek, east, channel west side,	3	166
--	---	-----

Stone's Ferry,	15	181
----------------	----	-----

Crooked Creek, east side,	3	186
---------------------------	---	-----

Nicholson's Falls, channel west side,	4	190
FREEPORT,	8	198
This town lies at the mouth of Buffaloe creek, which joins the Allegheny on the west and opposite to it comes in Kiskeminetas.		
Owings Island, channel west side,	5	203
Bull Creek, west, channel east side,	4	207
Logans Ferry, mouth of Puckety creek,	4	211
Channel on the east side, but narrow.		
Huland's island, channel east side,	4	215
Plumb Creek,	3	218
Sandy Creek, east side,	2	220
Channel on the east side of the island.—		
At the mouth of this creek a vessel of 160 tons burden, was lately launched—took in her cargo, and sailed for the Islands &c.		
Pine Creek, west side,	5	225
Wilson's Island, channel east side	4	229
Pittsburgh,	1	300

O H I O

We now commence the navigation of the OHIO, and as it commences at Pittsburgh, it will not be amiss to preface the more particular account of it, by a short description of that place,

PITTSBURGH.

NO inland town in the United States can boast of a superior situation to this, both as to its beauty, as also with respect to the many advantages with which it is attended: being delightfully situated at the head of the Ohio river, on the point of land formed by the junction of the Allegheny and Monongahela rivers. The site of the old French garri-
son *Du Quense*, which was taken by general Forbes in the year 1758, is immediately at the confluence of

the two rivers, and commands an elegant view of each, as well as of the Ohio. The British garrison Fort Pitt, so called after the late Earl of Chatham, and erected adjacent to the former, higher up on the Monongahela, was formerly a place of some consequence in the annals of frontier settlements, but fell into decay on its being given up by its founders.—Being included in one of the manors of the Penn family, it was sold by the proprietaries, and now makes a part of the town of Pittsburgh, and is laid out in town lots. Fort Fayette, built a very few years since, is also within the limits of the town, on the bank of the Allegheny; a garrison is at present kept here, and for the most part, is made head quarters for the United States' army.

The local situation of this town is so very commanding, that it has been emphatically called the Key to the Western Country; and its natural one is peculiarly handsome. Blessed as it is with numerous advantages, there is nothing surprising in its having increased rapidly within a few years past.—It contains near 400 dwelling houses, many of them large and elegantly built with brick; and about 2000 inhabitants. It abounds with mechanics that carry on most of the different manufactures that are to be met with in any other part of the United States;—and contains near 40 retail stores, all of which seem continually busy. It is here where most of the goods waggoned over the mountains in spring and fall, and destined for the Kentucky and New Orleans trade, are brought to be ready for embarkation.

Many valuable Manufactories have been established in this place very lately; among which are, those of glass, nails, tobacco, &c.—The manufacture of glass is carried on extensively, and of an excellent quality: Two glass works have been erected, the one for the courser kind of glass has been doing business for some time; the other for the finer glass is about to be put in motion. This manufactory may be reckoned among the first that is of the utmost importance to this country; and must consequently prove an immense saving to it.—It richly merits all that consideration justly due from an enlightened people,

Ship building in and near this place deserves notice—several are now on the stocks at this place, and one a small distance up the Allegheny river was lately launched, of 160 tons burden.

I think we may say, without being presumed to boast, that there is no place in the United States, whose inhabitants enjoy better health than those of Pittsburgh; notwithstanding our frequent changes of weather.—Having this invaluable blessing, with many other peculiar advantages, nothing ought to prevent their becoming an opulent and happy people.



Of the Shoals, Ripples and Channels of the OHIO, distances from place to place, Towns, Harbours, Caves, Caverns, Rocks, Creeks, Rivers, &c,

From PITTSBURGH to

H amilton's Island, is	3	3
Channel on the N. W. side, or what was formerly called the Indian side, close to the lower point of the island.		
Irwins Island,	4	7
Channel about 1-3 from the N.W. shore		
1st Ripple,		
Just below the upper end of the island; here you must leave the Big Breaker (a large rock) close to the right.		
2d. Or Horse tail Ripple,		
A small distance below the first, channel between the bar and some large breakers.		
3d. Ripple, within half a mile of the lower end of Irwins island,—channel about one third of the width of the river from the N. W. side, close upper end of the bar.		
Hog Island, Lower end of,	5	12
Channel N. W. side, close round the lower point of the island, towards the left hand shore for about 50 rods, thence direct to the N, W. shore, which will put you clear of		

Woolery's Ripple,	113
Dead Ripple,	417
Channel close to the N. W. shore.	
Loggstown,	421
Channel N. W. side till you pass the bar.	
Crows island,	223
Channel N. W. side, close to the island.	
Beaver Creek, comes in on the N. W. side.	528
On approaching this creek you must keep on the N. W. side, till you come within sight of the mouth of Beaver, then make to the left hand shore, and keep close to it, when you will soon pass	

M'INTOSH.

This town is handsomely situated on the N. west bank of the Ohio, about a quarter of a mile below the mouth of Big Beaver creek, Its situation is commanding, as there is at present a considerable, and in time must be a great trade up and down this creek, the sources of which nearly reaching the borders of the Lake. It is encreasing rapidly and contains several mercantile stores.

About 50 miles from this place the town of WARREN is pleasantly situated on the bank of Mahoning creek, in No. 4, 4th range, is a Co. town for Trumbull Co. New Connecticut.—14 miles below on the same creek is Youngstown—it is progressing rapidly.

1st Island below M'Intosh,	432
Channel N, west side. close to the island.	
2d. Island, channel close N. west shore,	234
Grape Island,	236
Channel left hand side, close to the island.	
Little Beaver Creek, on the N. west side, and	
Mill Creek on the opposite,	238

GEORGETOWN,

A small but flourishing town just above the mouth of Mill creek. It is pleasantly situated on a very high bank—A post office has been lately established here. Nearly opposite this place, a few yards from the other shore, a spring rises from the bottom of the

river, which produces an oil similar to Seneca oil ; which is thought to proceed from a large bed of mineral coal in the vicinity of the spring.—The Pennsylvania line crosses at the mouth of Mill creek, and a little below the mouth of Little Beaver. Ch n.w. side	
Custards Island,	4 42
Channel on the Virginia side, close to the lower point of the island.	
Bakers Island,	4 46
Channel on both sides, the deepest but narrowest on the Virginia shore.	
Yellow Creek, North west side,	1 47
Channel on the North west side.	
Neasleys two Islands,—channel N. W. side,	2 49
Tumblestons Island,	1 50
Channel close to V. shore.	
Browns Island,	2 52
Channel close to Virginia shore for about 50 yards, thence directly towards the island	
ST EUBENVILLE,	5 57
Is pleasantly situated on the N. W. bank of the river. A land office is kept here for the sale of Congress lands in that district—The public mail passes through this town.	
Mingo Bottom Island, channel N. W. side,	3 60
CHARLESTOWN.	4 64
This town is finely situated on the Virginia side at the junction of Buffaloe creek and the Ohio—is a flourishing place, commanding the trade of a rich settlement around it, with many excellent merchant mills.—Boats may be procured here at the Pittsburgh price There is a post office here. The channel past this town is on Vir. shore.	
Beach Bottom Bar,	3 67
Channel on the N. west side	
Short Creek,	5 72
A ripple just below the mouth of Short creek. the best channel is near Virginia side.	
Pike Island—channel N. west shore,	4 76
Twin Islands, at the lower point of the lower most of which is	

Glenns Run,	I	77
Channel past both, on the N. W. shore		
Wheeling Island,	4	81
Channel on the Virginia shore—at the upper end keep near to the shore, thence across towards the island, for about one hundred yards; when you come in sight of the next ripple make still more towards the island, and after you pass the ripple, keep down near the middle between the shore and island.		
WHEELING. N.W.		
This town is well known as of the most considerable places of embarkation to traders and emigrants that is on the western waters. It is a port town, healthfully and pleasantly situated on a very high bank of the river, and is encreasing very rapidly. Here quantities of merchandise designed for the Ohio country is brought in waggons during the dry seasons, as boats can frequently go from hence when they cannot from higher up the river—Boats are also made here.		
Just below the town stands an old Fort, at the point of land formed by the junction of Big Wheeling creek and the Ohio river.		
Channel past the town on the Virginia side.		
M'Mahons Island,	5	86
Channel at the upper end near the Virginia shore, at the lower end near the island.		
Sand bar about half a mile above Little Grave		
Creek, channel N. w. side, close to shore,	8	94
Big Grave Creek,	1	95
Channel N. w. side—Grave creek ripple is just below the mouth of the creek, channel 1-3 the breadth of the river from N.w. shore.		
Captinah island, channel Virginia shore,	6	101
Captinah ceeek puts in 1 2 a mile below on the North west shore.		
Bakers Station—channel Virginia side,	2	103
Fish creek, comes in on the Virginia side,	4	107
Here is an island, channel on N. w. side.		
Sun Fish creek, on the N. west shore,	5	112
Opossum creek, same shore	3	115

Proctor's run, on the Virginia shore	4 119
A sand bar just below the mouth— channel close to the bar leaving it to the left.	
Fishing creek, Martin's station—Virginia shore.	5 124
A sand bar is here—Best channel on the Virginia shore.	
Upper end of Long Reach	3 127
The first island in the reach commences at the upper end of it, and is in length nearly	
2d island	3
3d island	1
4th island	3
5th and last island in the reach little more than	2
The channel past all these islands is on the N. W. side.	
Lower end of Long Reach	1 137
A sand bar near the Virginia shore— channel on the N. W. side.	
Little island	8 145
Channel on the N. W. side. Stoney creek puts in on the N. W. shore, oppo- site the upper end of this island	
Bat or Grape island,	2 147
Channel close to the N. W. shore.	
Middle island	1 148
Middle island creek puts in on the Vir- ginia shore, opposite the middle of this island, which is two miles in length— Main channel on the N. W. side.	
French creek on the Virginia shore	2 156
The 1st island of the Three Brothers	3 159
2d island of ditto nearly	5 164
3d island of ditto	1
Channel on the N. W. side of all three.	
State creek puts in on the same side, oppo- site the second island.	
There is a large sand bar one and an half miles below the Brothers—channel on the N. W. side.	
C	

Bull creek, on the Virginia shore	4170
Little Muskingum, on the N. W. shore	5175
Duval's island near	1176
Best channel on the Virginia shore.	
Duck creek, N. W. shore, nearly	3179
Muskingum river	2181

M A R I E T T A,

The principal town in the Ohio company purchase in the N. W. Territory, is situated at the confluence of the Muskingum, a fine navigable stream, with the Ohio. The progress of this town and the adjacent settlement was, for several years much impeded by Indian wars; but now bids fair to become a place of considerable importance, to which it is well entitled by the beauty of its situation, and the universally acknowledged industry of the New-Englanders, by whom the town and lands within the purchase are chiefly settled. The inhabitants of Marietta are among the first who have exported the produce of the Ohio country, in vessels of their own building. The first attempt was made last spring with a brig of about eighty tons burden, bound for Jamaica and commanded by the old and well known commodore Whipple. The success which has attended that voyage, has roused the spirit of enterprize among the wealthier class, so that there are now three vessels building at that place—one of two hundred and twenty tons is in great forwardness. It is a post town and has a printing press, which issues a weekly paper. An act passed the last session of the legislature, authorizing certain characters to erect a toll bridge over the Muskingum, at the crossings, opposite Zane's Ville. Fort Harmer is situated on the Muskingum, opposite this place.

Mile creek, on the N. W. shore	1182
Muskingum island	2184

Channel on the N. W. side close to the island;

2d island, a small one	4188
Channel—Virginia side.	
3d island—Channel, N.W. side. Congress creek puts in a little below it, on the N. W. side.	3191
There is a town and a settlement, 8 miles below Muskingum, on the Virginia shore, called Vienna.	
Little Kenhaway, Virginia shore	2193
Opposite this is the town and upper settle- ment of Belleprie.	
Bacchus's island and middle settlement of Belle- prie	3196
Channel, N. W. side close to the shore.	
Lower settlement of Belleprie, at the bottom of the island	3199
Little Hockhocking, on the N. W. shore	2201
Below this the channel is close to the N. W. shore.	
Newbury settlement and sand bar	2203
Channel on the N. W. side.	
Mustaphy island	1204
Big Hockhocking	2206
This is a considerable river, not very long, but of a good navigation. On the head of which stands the town of New Lancaster, a promising little town, just now emerging from the woods.	
Lee's creek, Virginia shore	3209
Belle-Ville, a town and settlement on the Vir- ginia shore.	
From Lee's creek to Belle-Ville the chan- nel is close to the Virginia shore—the other part of the river being rocky.	
Belle-Ville Island	2211
Channel, N. W. side.	
Pond creek, below the island—Ch.N.W. shore	2213
Devil's Hole creek, Virginia side	8221
Channel on the N. W. shore. Passing this creek in high water it is necessary to keep pretty close round the left hand point to a- void the current throwing the boat on dan- gerous rocks that lie in the bend, above and below the mouth of the creek.	

A sand bar

I 212

Channel on the upper end, near the N. W. shore—at the lower end, near the middle of the river.

Another large sand bar in the middle of the river

4 226

Amberson's island

3 229

The channel is on the Virginia side and begins in the middle of the river at the upper end of the island—bears towards the upper house on it—thence runs close by it for a little distance, and thence again takes the middle of the River.—Little Sandy creek, on the Virginia shore, puts in about the middle of the island.

Big Sandy creek, on the Virginia shore.

4 232

One mile below this creek the channel is close round a point on the N. W. side, opposite which point is a low ledge of rocks, extending, at least, one mile in length, and reaches half across the river.

Old Town creek, on the N. W. shore

5 232

Goose island and sand bar

5 243

The channel runs near the upper point of the island—thence towards the N. W. shore until it passes the bar.

Mill creek, a large creek on the Virginia shore.

I 244

Little Mill creek comes in about 200 yards below it.

Two islands about half a mile above Letart's falls.

4 248

The channel pass those islands is close to the N. W. shore—thence towards the second island until you pass it, and thence runs about one third of the breadth of the river from the N. W. shore, until it passes the falls. In taking the chute through the falls observe to leave one large rock that lies under water, but makes a great riffle to the right, and all others to the left. This channel is supposed to be about eighty yards from the N. W. shore. There is another about forty yards from it, but not so good.

About two miles below those falls, there is
a sand bar on the N. W. side of the river—
Some snags below the bar.

West creek—Channel near the Virginia shore	4	252
A riffle—Channel near the middle of the river	4	256
2d riffle—Channel N. W. shore	3	257
Sliding hill on the Virginia shore	1	258
Sliding hill creek, same shore	1	259
Nailor's branch, on the N. W. shore	3	262
Leading creek, on the same shore, and a coal bank on the Virginia shore, opposite	4	266
Ten mile creek, on the Virginia shore	2	268
This is ten miles above the Big Kenhaway		
Eight mile island—Channel N. W. side	2	270
Six mile island—Channel on the N. W. side—	2	272
Cyger's creek, on the same shore, puts in half a mile below it		
Campaign creek, so called from general Lewis carrying on a campaign into the Indian coun- try after the battle of Point Pleasant	2	274
George's creek, on the N. W. shore	2	276
Great Kenhaway, on the Virginia shore, imme- diately above the mouth of which stands		
POINT PLEASANT.		

A handsome little town, well situated,
commanding an extensive view of the Ohio.
People emigrating from the south western parts
of Virginia, with a view of settling on the O-
hio below this, make this a place of deposit
and embarkation, whence it may be presumed
that Point Pleasant will become a place of con-
siderable note.

Galliopolis island

3 279

Channel on the Virginia side, near to the
island at the upper end, and near to the
main shore at the lower end, thence it bends
over towards the town of

GALLIOPOLIS.

This town was built some years since by a
party of French settlers, who afterwards found
they had been deceived with regard to the land
they purchased. In consequence of this cir-
cumstance, and the place proving rather un-

healthy, owing to some stagnate waters in its vicinity, it has never progressed much. Here however, are good gardens and orchards, and the produce of them is frequently found a great relief to passengers.

At the lower end of the first point below Gallipolis, on the right hand, are a number of snags extending half a cross the river.

First island below Gallipolis

7 286

The channel past this island begins in the middle of the river, between it and the Virginia shore, and bears towards the lower point of the island. There are rocks and snags in the middle, opposite the lower end of the island.

A creek on the Virginia shore

7 293

A creek on ditto

3 296

Shallow in the middle of the river—channel N. W. shore.

A run on the Virginia shore

1 297

A run on the N. W. shore nearly

2 299

Little Guiandot, on the Virginia shore nearly

1 300

The strait riffle

3 305

Channel near the Virginia shore.

A creek on the Virginia shore

3 308

At the mouth of this creek is Greenbury bottom bar—channel Virginia shore.

Guiandot, on the Virginia shore

13 321

Here is a very long, difficult and rocky riffle. The channel begins near the Virginia shore, above the mouth of Guiandot; continues with it until you come almost in full sight of the mouth of it, then takes across the river at nearly right angles until it reaches near the N. W. shore; when it bears towards the middle of the river. The riffle continues to a creek, one mile below Guiandot.

Indian creek, on the N. W. shore

3 324

Ten Pole creek, on the Virginia shore

3 327

Twelve Pole creek, on the same shore

3 330

Great Sandy river; same shore

4 334

There is a sand bar just above Sandy, the

channel is in the middle of the river through the bar.

At Great Sandy the state of Kentucky commences. A considerable settlement is now formed some distance up it. There is a large gut half a mile below Great Sandy, on the Kentucky shore.

A creek on the Kentucky shore	4338
A creek on each side of the river	7345
A creek on the N. W. shore	3348
Ferguson's sand bar	2350

A good channel on the N. W. shore. The water from this bar to one mile below Little Sandy is very shallow.

Little Sandy creek	5355
--------------------	------

Here keep the middle of the river.

In the N. W. Territory, opposite this creek, is a tract of 20,000 acres, extending 8 miles on the river, granted by congress to the French settlers at Gallipolis, as some indemnification for the losses they had sustained; and 4000 acres adjoining, granted to Monsi. Gervais, for the same purpose. On this latter tract, Mr. Gervais has laid out a town, which is named Burrsburgh.

A creek on the N. W. shore	II 366
Little Sciota, on the same shore	I 367

A bar of rocks makes out at Little Sciota, and extends half across the river. The channel at the upper end of the bar near Kentucky shore—at lower end close round the rocks.

There is another bar about half a mile below, extending more than half across the river. Opposite the bar, on the Kentucky shore the water is shallow, but there is a good channel midway between the point of the bar and Kentucky shore.

Tyger's creek, on the Kentucky shore	4371
Big Sciota river, on the N. W. shore	4375

Alexandria is situated at the mouth of this river. It is the only place of deposit for

merchandize for the extensive settlement of the upper parts of Sciota. Chillicothe is situated about 60 miles up this river.	5 380
Turkey creek, on the N. W. shore	7 387
Canoeconneque creek, on the Kentucky shore	
Here is a large sand bar or island on the N. W. shore—The channel begins in the middle between the island and Kentucky shore, bears a little off from the main shore round a bar at the mouth of the creek, then turns short into the Kentucky shore to avoid the bar of the island, which reaches nearly across the river, runs a little way with the main shore, and then again takes the middle of the river, the shore being full of rocks and sunk trees.	
Next sand bar	5 392
Channel near the Kentucky shore.	5 397
Salt Lick creek, on the Kentucky shore	
The best water here is in the middle of the river, the beach on each side is very rocky, but there is a good landing in an eddy about 400 yards above the mouth of the creek, and also at the mouth of the creek. In high water the rocks and eddy form a whirlpool.	
Just above and on the creek is a town called Vanceville, where considerable salt works are carried on & salt made of a good quality.	
Pond run, on the Kentucky shore; and Stout's run opposite it on the N. W. shore	3 400
Preston, or Graham's station, in what is called Kennedy's bottom, on the Kentucky shore	4 404
Some distance above this is Adams' Ville, the county town of Adams, N. W. shore.	
First of the Three islands	2 406
Channel—close to N. W. shore.	
Sycamore creek, on the Kentucky shore	2 408
Channel of the river from this creek to the other two islands is near the N. W. shore.	
Donaldson's creek, on the N. W. shore	2 410
Lower end of the Three islands	4 414
Channel past the two last islands is on the Kentucky shore, midway between it and the	

islands. After you pass them, bear towards the lower end of Manchester, to avoid a sand bar that lies on the Kentucky shore opposite Isaac's creek, which puts in a mile below.

MANCHESTER

Is a thriving and pleasantly situated town, on the bank of the river, just at the bottom of the Three islands, and commands a charming view of the Ohio.

Crooked creek, on the Kentucky shore

3417

Cabin creek, same shore

2419

William Brooker's, same shore

3422

A sand bar on the N. W. side; best water near but not close to the Kentucky shore.

Limestone creek and town of

MAYSVILLE.

3425

This is the oldest and most accustomed landing place in the whole state of Kentucky, the main road from Lexington and other interior towns terminates here. The creek is inconsiderable in itself, but affords in high water a small harbor for boats. The landing is a good one; lying in a bend of the river, it is not much incommoded by the current. The town contains about 50 houses, and supplies accommodation for the storage of goods.

About a mile above, in a spacious and pleasant bottom of the Ohio, a town is laid off, sanctioned by the Kentucky legislature, called Liberty. It is not, as yet, begun to be built on.

From Limestone to the mouth of Ohio, loaded boats can go at all seasons, unless in time of ice, without any difficulty, except at the falls, and one or two other places, which will hereafter be taken notice of, tho' when the water is low their progress is slow and tedious.

As the navigation is so very good below Limestone, there is little need of entering into a minute detail of the islands, creeks, &c. From thence down, with the exceptions al-

ready alluded to, boats may at all times pass with ease on either side of the islands, and the current, if attended to, will always show where the swiftest water is. The rivers and principal places are noticed, in order to mark the distances from place to place. Except one island, and that not a very perceivable one, opposite Columbia, there is not another until you approach within twelve miles of the Kentucky river, a distance from Limestone of upwards of 150 miles, where you meet with two together.

Eagle creek

7432

This is on the N. W. shore, and the first water of any consequence below Limestone. A little above it, on the Kentucky shore is a small town called Charleston, opposite which place in the middle of the river, is a large sand bar, the channel past which is on the Kentucky shore.

Bracken creek

11443

On the Kentucky shore, and gives name to the county through which it runs. The county town is fixed at the mouth of it, in an extensive bottom and very handsome situation. It is, as yet, small, being very recently laid out—Augusta is the name given to it.

Little Miami, on the N. W. shore

43485

Just below the junction of this stream with the Ohio, is the town of Columbia.

Licking river; Kentucky shore

8493

A large stream, and navigable a considerable way up it. The town of Newport is situated at the point formed by the junction of this river with the Ohio.

CINCINNATI.

This town is opposite the mouth of Licking, on the N. W. shore. It is a considerable place, containing upwards of 300 dwellings, having progressed much during the Indian war. It is, at present, the seat of government for the North western territory—

A printing press is established here, which issues a weekly paper. It is the line of communication with the chain of forts which extend from fort Washington to the westward, is the principal town in what is called Symme's purchase. The garrison called fort Washington is situated at the upper end of the town.

Miami river, N. W. shore

21514

This is a fine river—its navigation, as well, as that of Sciota and Muskingum, approaching very near to the navigable waters of the lakes.

Big Bone Lick

32346

This is the place where so many of those remarkable large bones have been found, that have attracted the attention of the curious, and which must have belonged to some monstrous animal, whose race is now thought to be entirely extinct,

Kentucky river

44590

This river gives name to the state it intersects—flows in innumerable meanderings, through perhaps the most extensive body of good land in the known world. It is navigable for loaded boats, during a considerable part of the year for upwards of 150 miles. There is a town on one side of the mouth, called Williamsport, and another on the other side, both of them small at present, but they have a good prospect of deriving, at a future day, considerable importance from the growing navigation of the Kentucky.

The falls of Ohio

77667

These rapids situated in 30 degrees 8 minutes north latitude, are occasioned by a ledge of rocks which extend quite across the river, and are hardly to be perceived by the navigator in times of high freshes, unless by the superior velocity of the vessel he is in. When the water is low, the greater part of the rock becomes visible, and it is then that the passage becomes dangerous. There are three chan,

nels in the rock through which the water passes ; the principal one is nearest the N. W. shore ; the middle next best ; that next the town of Louisville is dry a considerable part of the year. The principal landing place is that at the mouth of Bear grass creek which comes in a little above the rapids, and in order to make good the landing there, boats should be kept close to the Kentucky shore for the distance of two miles above the town of Louisville, which may be seen eight or nine miles before you come to it.

A pilot, for the safe conducting of boats through those falls, has been regularly appointed by the court, who is answerable for all damages sustained through his neglect or bad management. The prices for pilotage of boats of all sizes are regulated by the court.

A light boat can pass at all times when directed by a skilful pilot, and if it should be found necessary to unload at Bear grass and reload again below the rapids, the portage is not a very long one, being scarcely two miles. A canal has been talked of for some years past, and there is no doubt but one might be made without a great deal of difficulty to counteract this great impediment to the navigation of the Ohio.

In levelling the descent of the rapids, it has been found to be 22 1/2 feet in two miles.

LOUISVILLE,

The town at the rapids is situated on Bear-grass creek, on a high and level bank of the Ohio, about 200 poles above the commencement of the rapid descent of the water, and contains about 50 dwellings, the court house of Jefferson county, and other public buildings.—The prospect from it is very extensive, commanding a view up the river for some distance above what is called six mile island ; and on the opposite shore

of the river, which is here a mile and a quarter wide, the eye is carried over an extent of level country, terminated by the hills of Silver creek, which are five miles distant, and down the river to Clarks Ville, about 2 miles below.

Here the magnificence of the river; the grandeur of the falls; the unceasing, yet pleasing murmur of the cataract, and the beauty of the surrounding prospect, all contribute to render the situation of the place truly delightful, and to impress every man of observation who beholds it, with ideas of its future importance, when the trivial causes which at present give rise to its character of unhealthiness, so easily to be removed, shall entirely be done away.

Louis Ville is a port of entry—is about 913 miles from Philadelphia, and 40 from Frankfort, the seat of government of Kentucky.

A vessel of 120 tons burthen is now building at this place, and is in great forwardness to be launched.

Silver creek puts in on the N. W. shore, about two miles below Louis Ville. The town of Clarks Ville, just above its mouth does not progress much at present, but the settlement around it is filling up very fast.

Salt river, a considerable stream on the Kentucky shore

25 692

Blue river, on the N. W. shore

57 749

Hardin's creek, Kentucky shore

30 779

Yellow banks

60 839

A settlement on the Kentucky shore.

Between Hardin's creek and Yellow banks the low lands commence. The hills which higher up the river are uniformly to be met with either on one side or the other, now entirely disappear, and there is nothing to be seen on either hand but an extensive level country.

Green river, a large water of Kentucky

25 864

Red bank

25 889

At this place, which is included in Henderson's grant of 200,000 acres, a town is laid off, called HENDERSON. The plan is on a large scale—the terms of purchase easy—the country around it fertile, and the Green river settlement encroaching very fast; which circumstances will, in all probability, at a future day, make this a place of importance. Owing to a remarkable bend in the river, though the distance from the mouth of Green river to this place by water is 25 miles, by land it is only called 8.

Diamond island

15 504

This island contains several thousand acres of excellent land.

About 27 miles below this island, and 18 above the mouth of Wabash, are two islands near together, the passage by which is dangerous at low water. The channel is on the N. W. side of the upper one, and then takes through between it and the other island.

Wabash

45 945

This is one of the largest rivers of the N. W. territory, navigable through a large tract of country—the heads of its stream interlocking with the waters tributary to the lakes—at its mouth it is about 400 yards wide. Some distance up this river a silver mine has been discovered. Salt springs, lime stone, free stone, yellow, white and blue clay are often met with in great abundance on its banks. When the waters of the Ohio are very high, the banks of this river overflow for near two leagues up. It enters the Ohio in a direct line, forming a complete angle.

Saline or Salt creek, N. W. side

18 967

The rock in cave, more properly the cave in rock

4 978

This cave being considered as one of the natural curiosities of the country, we give the

following description of it, which was taken down on the spot, by a gentleman of observation :—For about 3 or 4 miles before you come to this place, you are presented with a scene truly romantic. On the Indian side of the river you see large ponderous rocks piled one upon another, of different colors, shape and sizes. Some appear to have gone through the hands of the most skilful artist—some representing the ruins of antient edifices—others thrown promiscuously in and out of the river, as if nature intended to shew us with what ease she could handle those mountains of solid rock. You see again purling streams winding their course down their rugged front, whose appearance, in a moon light night, added to the murmuring noise they occasion, is truly elegant, though rather disposes the mind to solemnity—some again project so far that they seem almost disposed to leave their doubtful situation. After a small relief from this scene, you come to a second, which is something similar to the first ; and here, with strict scrutiny, you discover the cave in rock—before whose mouth stands a delightful grove of Cypress trees, arranged immediately on the bank of the river, they have a fine appearance & add much cheerfulness to the place. The mouth of this cave is but a few feet above the ordinary level of the river, and is formed by a thin circular, arch of about 80 feet at its base, and twenty five in height—the top projecting considerably over, forming nearly a regular concave. From the entrance to the extremity, which is about 180 feet, it has a regular and gradual ascent. On either side is a solid bench of rock—the arch coming to a point about the middle of the cave where you discover an opening sufficiently large to receive the body of a man, through which comes a small stream of very clear and well tasted water, which is made use of by those who visit this place. From this hole a second cave is discovered, whose dimension, form, &c are

not known. The rock is of lime stone—the sides of the cave are filled with inscriptions, names of persons, dates, &c. &c,

Trade water

34 1005

The first stream of any importance below Green river, on the Kentucky side;

Cumberland river, Kentucky side

39 1044

Channel N. W. side.—Opposite to the mouth of this river stands an island, almost hiding its view from the passer. It takes its rise in the Cumberland mountain—is of a considerable size, & navigable for small boats up to Nashville, in Tennessee.

Tennessee river

11 1055

This is the largest river that empties itself into the Ohio. Its navigation is good as far up as the Muscle shoals, which are near 250 miles from the mouth, above these it again becomes navigable for nearly the same distance.

Fort Ma seac

12 1067

Little chain of rocks

9 1076

Wilkinsonville, formerly called Cedar bluffs

9 1084

Big chain of rocks

4 1088

This is a bed of rocks, running across the river in a direct line, channel about 200 yards from the W. shore.

Cathaway creek

7 1095

Channel close to the island on the west side.

About one mile above this island keep in the middle of the river, till within a small distance of its point.


Mouth of Ohio

7 1102

Here you enter the Mississippi—the junction of those rivers forms a scene truly pleasing—and; could a fever, to which this country in some seasons of the year is subject, be removed, the eligibility of its situation would entitle this to become one of the most considerable places in the United States.

ERRATA.—Page 35, Falls of Ohio, for “ Situated in 30 degrees 8 minutes,” read “ Situated in 38 degrees 8 minutes.”





Deacidified using the Bookkeeper process.
Neutralizing agent: Magnesium Oxide
Treatment Date: Dec. 2004

PreservationTechnologies

A WORLD LEADER IN PAPER PRESERVATION

111 Thomson Park Drive
Cranberry Township, PA 16066
(724) 779-2111

